

HEAVY SEA TRAVEL DUE TO COMMERCE

Tourists Fall Off, While
Business Men Make Up
Bulk of Traffic.

BIG SHIPS BOOKED UP
Many Sold Out Up to or
Through July and for
Return Trips.

STEERAGE HAS REVERSAL
Last Week's Figures Show
11,000 Leaving and 14,000
Entering City.

In the rush of travel to Europe now taking the capacity of the hundred or more transatlantic steamships, shipping men see evidence of the efforts of the business world of both continents to readjust international economic affairs as quickly as possible.

The distinctive feature of the heavy ocean traffic just starting is that while the tourists are relatively smaller in numbers than last year the number of business men making hurried trips between the United States, England and the Continent is exceptionally large.

Sightseers on Decrease.
Fewer sightseers are going to visit the Continent than last year, but more persons engaged in international commerce in its varied phases are making the trip back and forth, spending little time sightseeing but looking after their business and business interests. This drift of ocean traffic again demonstrates how closely are interwoven the economic affairs of England and the Continent with America.

During the first two and a half or three months this year there was a falling off in passenger travel to Europe as compared with the same period last year. But in the last few weeks there has been a decided increase, and the bookings on all the big steamships are heavy up to the middle of July.

The heavy traffic will be equal if not larger than last year's during May, June and July.

The total for the first four months this year leaving this country was 131,000 and last year was 125,000, but the big gain was in steerage travel. The number coming to America by steerage has doubled in that period over last year.

Considering the facts that there now are only about 100 first class passenger steamers on the water highways, as compared with 175 in 1914, shortly before the war broke, and that the cost of travel is fully double what it was at that time, the big travel now in progress is regarded by shipping men as remarkable. In 1914 and again last year, tourist travel was exceptionally heavy in the spring and summer.

All the big steamships are booked full for the next few weeks. The dozen or so smaller ships of passenger service are also booked up, and the cost of doing heavy business. There are now twenty-six companies operating. The Olympic is sold out through June, the Adriatic up to the first of July, the Cedric and Celtic through June, and the others are about the same. The bookings generally are for return after relatively short stays on the other side.

The actual number of passengers traveling both ways in 1914, last year and this year shows how steady is the international traffic. The outgoing traffic for these three years from January 1 to May 8 each year in first, second and third class accommodations was as follows:

	1921	1920	1914
First class	28,000	28,000	28,000
Second class	22,000	24,000	24,000
Third class	60,000	84,000	135,000

The incoming traffic during the same months of the three years was as follows:

	1921	1920	1914
First class	12,000	12,000	12,000
Second class	45,000	27,000	26,000
Third class	150,000	90,000	201,000

The records show a complete reversal in steerage travel during the last month. The count for three weeks ago showed 6,300 entering this country third class and 4,400 leaving for two weeks ago it showed 9,000 coming and 6,000 leaving, and last week 11,000 left this port and 14,000 entered steerage.

The comparatively small number of foreign tourists returning to their native lands is accounted for by the belief that they are not certain of being allowed to return once they get home. The big figures in the tables showing the tremendous third class travel in the spring of 1914 are explained by the war. Thousands were going to join their families and other thousands were fleeing from the war zone.

The heavy first class traffic of that year was due in part to the rush of all Americans to get home before the war broke.

More Vessels in Commission.
"Indications are that transatlantic passenger travel this year will not be as heavy as last, but it must be remembered that 1920 was abnormal." W. W. Hetherington, passenger traffic manager of the International company, said.

There was an exceptionally heavy demand for passage during the first six months last year, at which time there was a shortage of vessels. That shortage resulted in long waiting lists and spread the heavy demand over a longer period than is the case usually. There are in commission this year a greater number of passenger vessels and there is a prospect of the return to service within a few weeks of some of the German liners which have been decommissioned. But the total carrying for the year may be below the average figures of pre-war days, due to unsettled business conditions and the absence of what is known as party business. The demand for passage from May 15 to July 15 will be as heavy as in pre-war days.

OCEAN GROVE UPSET.
TRENTON, May 12.—The Court of Chancery and Appeals in an opinion rendered today by Chief Justice Gummere, sustained the recent judgment of the Supreme Court upholding the borough of Ocean Grove.

SHIPPING NEWS.

(CONTINUED FROM PAGE 12)

BERMUDA. May 2.—Str. Giulia (Ital), from New York, arrived here today for repairs to propeller.

BOSTON. May 12.—Str. City of Rockland, from New York, arrived here today for repairs to propeller.

BALTIMORE. May 12.—Str. City of Rockland, from New York, arrived here today for repairs to propeller.

PARISHORE. May 12.—Str. City of Rockland, from New York, arrived here today for repairs to propeller.

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FOREIGN PORTS.

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SCHEDULES IN BANKRUPTCY.

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